

THE SENTINEL

WASHINGTON, D. C., MAY 28, 1898.

The Milk in the Coconut.
It is not hard to explain the action of the War Department in scattering its commissions among the Sons of Somebodies.

PEACE IN VIEW.

NO NECESSITY FOR DOUBLING BEER TAX.

Our Democratic Friends in the Senate at Work.

Spain is caving in. She is willing to give up Cuba, but wants to retain Porto Rico and the Philippines. The Internal Revenue bill is held back on that account by the Democratic Senators. They are unwilling to give the Administration hundreds of millions when there is no necessity for it. Senator Jones, of Arkansas, the other day, made a fine speech on this subject, part of which we republished in our last issue.

No such speech could you hear from any Republican Senator. They all want the beer tax doubled. Senator White, of California, another member of the Finance Committee, the other day, made a similar excellent speech in favor of letting the present tax stand. We have either letters or personal assurances from all the Democratic Senators of the Finance Committee that they will do everything to defeat this outrageous bill and offer some amendment by which the rich corporations and trusts shall pay, at least a little, to help the Government. But the Republicans bitterly oppose taxing the rich. It is said that no move by the army will be made into Cuba before the Revenue bill is passed. The Administration wants enormous amounts of money on hand for the next Presidential election. Hanna is the master of ceremonies. He directs Congress and the Administration.

But he does not control the Democratic Senators! They will do what they did last year—defeat the increase of taxation on the "poor man's beverage." It will be remembered that last year the Republican Senators of the Finance Committee unanimously recommended the beer tax increase of 44 cents per barrel. Knowing that only Democrats could prevent the passage of this amendment, we saw our honored friend, Senator Gorman, and begged him in the interest of Democracy, to defeat that Republican attempt to increase the beer tax. He had already carefully watched the movement and a few days afterwards he called a Democratic caucus, made a very fine speech against over-taxing the poor man's beverage, and the caucus unanimously resolved to oppose the increase. The question became thereby a political party issue. That was bad for Western Republican Senators, such as Nelson, the Wisconsin and Illinois Senators, and for none more so than for Hanna, who had to go before the people of Ohio for re-election a few months later. The passage of the amendment would surely have defeated him. Had he voted against the beer tax increase the numerous prohibitionists in his State would have gone against him; on the other hand, had he voted for the tax increase, the Ohio beer interest and every friend of personal liberty, and the laboring classes, would have buried him. What was to be done? The Republican Senators of the Finance Committee, without allowing the amendment come to a vote, slyly withdrew it, and thus the Republican attempt to increase the beer tax last year failed.

If our Democratic friends stand firm in their opposition to the new attempt of the Republicans to increase the beer tax, they will succeed once more. The next campaign will present McKinley and his party as the advocates of over-taxing the poor man and leaving the millionaires untouched; of taxing consumption of the most necessary articles of the people and letting capital and property go free. That alone will be sufficient to carry the next Democratic candidate triumphantly into the White House.

Respectfully Submitted.

When Mr. Hilborn, of the House Committee on Naval Affairs, said, "From present indications I think it is going to be a long war," he has only expressed the general opinion at Washington. That the President is firmly of this opinion was never clearer than now. There can be no other meaning in this additional call for volunteers, bringing the volunteer army up to the enormous total of 100,000 men, straggled required to enlist for not less than two years! And the same meaning is directly expressed in the news published

Thursday morning—the brand new "finally and firmly established" war policy to fight land battles in Cuba all summer long! Now, no one acquainted with the facts of Mr. McKinley's position can fail to give him sincere respect. He has gone into this war with conscientious scruples against it. He is a civilian, unfamiliar with military and naval matters. He is surrounded by civilians, all of them originally and strenuously against war. He has a weak Cabinet of civilians. He has a lawyer at the head of the War Department, a lumber dealer at the head of the War Department.

All these adverse elements must make it extremely hard for him to form correct military judgments, must add enormously to the burden of his anxieties. It is easy to understand why he has made and is making a kind hearted war.

It may not be kind hearted, but it is certainly necessary to try to tell Mr. McKinley just what the people are saying about his policy. There is the most striking contrast between his preparations and his present policy. In preparation for war he and his assistants admirably sustained the traditional American character. They were all vigor, all energy. In the conduct of the war there have been vacillation and languor.

The first announced policy was the famous gigantic Cuban feeding scheme. This was abandoned, re-adapted, abandoned again, and after many halts and changes a policy of peaceful blockade was substituted for it.

Famine was substituted for feeding. Then the land invasion was announced. It has been renounced from Washington almost every day since April 23, when the first call for troops was issued. Each day it is set for to-morrow or the day after, or next week at the latest.

Again, there was the case of poor Schley, tied up in Hampton Roads with steam up for nearly a month and Washington promising his sailing orders every day.

Again, there was the matter of the Cape Verde fleet. It left St. Vincent on April 29, and everyone knew that if it came over it would make for the nearest neutral port to get coal and news. The obvious duty was to spend the ten or eleven days which the fleet must consume in crossing in first taking Porto Rico, and second, setting a trap at Martinique. No move was made until five days after Cervera left. Then Sampson by stretching his orders bombarded Porto Rico. But his orders were so "kind hearted" that he could not finish his good work. And as nothing had been done to meet the Spanish arrivals at Martinique and give them a suitable welcome, they coaled and began their clever game of dodging without being disturbed. And further, ever since their arrival the whole American navy in the West Indies has been busying itself with them and with nothing else.

Sixty cats, great and small, giving their undivided attention to four Spanish rats and three Spanish mice! Finally, there is the policy toward Dewey. When Dewey sailed for Manila it was the obvious duty of the Administration to prepare to back him up. But nothing, absolutely nothing, was done in this direction until May 8—seven days after Dewey had wiped out the Spanish fleet!

And then what was done? Why, languid preparations were made to send a lot of troops seven thousand miles to the Philippine Islands. That is, preparations were made to prolong the war instead of to shorten it. And this in the face of the fact that the quickest and only really effective way to help Dewey was to take Porto Rico, bombard the fortifications of Havana, shell the city itself, and so strike down the Spaniards that they would instantly and eagerly sue for peace.

All these matters show how fixed is Mr. McKinley's idea that this war shall be a long war. But all together are not so significant as his resolve to change the war from its natural naval course pure and simple to a land war.

Who, reading of these martial land preparations, these musters in all our cities and towns, would dream that we were making a war in which there were three perfectly palpable objective points—a Spanish squadron already hopelessly captured, Porto Rico and Havana?

More and worse, a belated land war, undertaken in April, but not in June, would mean the waste of thousands of lives. The Spanish army in Cuba might not give much trouble if attacked by an American army. But the Spanish army has Cuban allies. It is aided by the infantry of slow disease of the tropical camp, by the cavalry of tropical plagues, by the heavy artillery of yellow fever and small-pox.

What is the mystery of this handicapping of the navy, this second call for troops before the first has been used, these long delays in ending war as a means?

ber of the Spanish Cabinet has just said—"Weakness and poverty are opposed to strength and wealth" and "Spain is in the position of a duellist—bound to defend his honor, * * * although convinced that the insult is almost certain death?"

Who will be benefited by a long war?

First, there are the Republican politicians. If the war can be so prolonged that in the autumn the Spanish campaign and the Republican campaign can be carried on together and confused in the public mind, obviously the Lincolnian maxim about not swapping horses while crossing the stream will come into play. Republican Congressmen, Republican Governors, Republican Senators, will be elected triumphantly; unless—and this point is well worth considering—unless delays and the land invasion produce some incredible blunder, some great popular revulsion.

Second, there are the contractors. "A million a day" is a colossal sum, a colossal temptation. There is no sense in scratching when smashing will end the war. The strategy of common sense is still simple:

1. Smash the Spanish squadron.
2. Smash Porto Rico and Havana—a little harder day's work than it would have been a month ago before Blanco built the new fortifications, but still hardly more than a day's work.

Then if Blanco does not surrender, if Spain does not yield—then, not a land invasion, not an assault upon tropical diseases, but—

3. Send our triumphant fleet to Cadiz!

Respectfully submitted.

THEATRICAL.

The Grand Opera House will continue to be the intensely patriotic next week, merely shifting the scene from "Gettysburg" to the sea, where the famous White Squadron will uphold the Stars and Stripes in style becoming the naval history of the nation. This was one of the first and most successful of modern naval melodramas, and its long annual tours are proofs that its popularity has not waned. Just now that the eyes of the world, as well as of the nation, are upon the American navy which has developed from the famous "White Squadron," the play is especially timely. It will be presented with a little the original scenic effect, including a view of the United States fleet under full sail, and other up to date pictures. The cast is headed by Laura Bigger, who starred in "A Trip to Chinatown" last season as the beautiful Brazilian girl, Onesta Silveria.

The war which is so engrossing the public mind has given Pain, the famous inventor of startling spectacles, ideal opportunity to make use of the vast resources at his command, and the news of our great victory at Manila had hardly been confirmed than he at once gave orders creating the most elaborate and colossal exhibit he has ever attempted. This has been called "The Battle of Manila," and it will be seen here on Decoration Day, May 30th, at the Base Ball Park, Washington, D. C., at 3:30 P. M. This spectacle is intended to reproduce faithfully with novel realistic effects all the details of that memorable engagement. The scene represents the Bay of Manila in the foreground, with the Fort of Cavite and the arsenal. Over 30 ships in full action pass upon the scene, each a faithful reproduction of the originals engaged in the conflict. With startling ingenuity, the battle is reproduced and the effects of the screaming shells, the firing of cannon and the burning of ships are said to be so sensational, and will explain in a more convincing manner than could be had through any other means, the horrors of naval warfare as it really exists.

32d National Encampment G. A. R. Cincinnati, Ohio

SEPTEMBER 25th to 30th, 1898.—BALTIMORE & OHIO RAILROAD.
For this occasion tickets will be sold at the low rate of one fare for the round trip from all points on the Baltimore & Ohio Railroad east of Pittsburgh, Parkersburg and Wheeling, inclusive, good going on September 30th and 4th, and good returning not earlier than Sept. 10th, nor later than the 13th, except by depositing ticket with Joint Agent at Cincinnati, between September 5th and 9th, inclusive, and on payment of fee of twenty-five cents, when return limit may be extended to leave Cincinnati, to and including October 2d, 1898.

Owing to the great patriotic wave sweeping the country at the present time, great interest will be manifested at this meeting. Solid Vestibled Trains of elegant coaches, Pullman Sleeping Cars, Observation Cars and splendid Dining Car Service. Three through trains daily from New York, Philadelphia, Baltimore and Washington, and two from Pittsburgh.
Get full particulars from Ticket Agent, Baltimore and Ohio Railroad.

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Most Delightful Summer Resort of the Alleghenies.

Sweet by mountain breezes, 2,800 feet above sea level, and removed from all annoyances. Absolutely free from malaria, hay fever and mosquitoes. On main line of Baltimore & Ohio Railroad. Hotel and cottages, every modern convenience. Electric Lights, Turkish Baths, two large Swimming Pools, Golf Links, Tennis Courts, Bowling Alleys, Magnificent Drives. Complete Live Service. Annapolis Naval Academy Band. Delightful cottages furnished for housekeeping if desired ready for occupancy June 1st. Hotel open from June 25th to September 30th.
For rates and information address D. C. Jones, Manager, B. & O. Building, Baltimore, Md. After that time, Deer Park, Garrett County, Md.

Reduced Rates via B. & O. for the Annual Meeting German Baptists (Dunkards).
Naperville, Ill., May 25th to June 7th.
The B. & O. Railroad will sell excursion tickets from the points on its lines west of Baltimore, account of the annual meeting of German Baptists, (Dunkards), at Naperville, Ill., at the low rate of one fare for the round trip to Chicago, plus \$1.25 to agents. Splendid sample outfit and full instructions free for nine cent stamps to pay postage. Mention this paper.

MORRIS BOOK CO., Chicago, Ill.

Unwarranted Criticism.

Boston Weekly Transcript.

We boast of our fairness, but the present time shows how many among us, although wholly ignorant of a subject, quickly form a harsh judgment and rush into print with it. Nothing illustrates this better than the criticism lately passed upon the Hamburg American line, the German steamship company which, several weeks before the war was declared, sold two of its steamers, through an English firm, to the Spanish Campana Transatlantica.

For this the German company is severely taken to task, and some people think they are patriotic in showing a resentment which actually has no basis in fact.

Now what are the facts concerning the Hamburg American line? We have taken pains to ascertain them, and find that this company arriving at the conclusion that this year's passenger business would be unsatisfactory on account of the political situation and also that no great improvement was to be expected for the following year, because many tourists would be likely to postpone their visit to Europe until 1900, resolved to dispose of, if possible, two of its big passenger steamers. These ships were then, at the beginning of April, offered to the United States Government at reasonable prices; the offer was cordially and finally declined, our Government officials declaring that the ships were not suitable for our requirements. After that a London firm bid on them, obtained them, it is stated, at a larger figure than we could have had them for, and turned them over to the Spanish line. But even if they had been sold direct to Spanish interests, no blame could attach to the German company. Spain was a world's market at that time as much as the United States, and before a declaration of war it is asking altogether too much of the business corporations of any country that they shall refuse an exceptional bargain, especially after offering us their best and best chance, in order to make us a favored nation. Criticism, like charity, should begin at home. Our mentors upon the entirely businesslike proceeding of a foreign company and have not a word to say in disapprobation of our own manufacturers and merchants who sold great quantities of arms, ammunitions, provisions, etc., direct to the Spanish until the last day before war was declared, and of the American steamship lines that forwarded all this! And what of the American mail trust that doubled prices when the American Government needed money?

The Hamburg American line has never been patronized by Americans because of any friendship for Germany, but simply for the admirable service it gave to travellers from this country abroad. Any who were dissatisfied with the service have not continued it just to show good will to the line itself or the country under whose protection it operates, and having had our pick of the market before war was declared, it seems to be a dog-in-the-manger position that Spanish interests should be debarred from purchasing what we refused.

The relations of American ports and the American people with the Hamburg American line have always rested upon a purely commercial basis, and that basis has not been in any way affected by what has occurred. There has never been a particle of sentiment about it. If we have afforded good terminal facilities, it is because we have found it profitable to do so. It was in the way of business and not a matter of courtesy, and the company has done nothing that should cause it to forfeit the patronage it has enjoyed. It is expecting altogether too much that it should make financial sacrifices not required by either international law or international courtesy.

The same ignorance of the facts has dictated the statement repeatedly made, that the Hamburg American line has grown rich on the patronage of American passengers. Even if this were true, it does not alter the facts as shown above, but anyone who knows anything of the steamship business is aware that the assertion is ridiculous.

No steamship line grows rich on the patronage of its passenger boats. The fast steamers are built and maintained as an advertisement, and a very expensive one it is. It is fierce competition that creates the fast passenger boats, but the freight steamers, whose names are hardly known to the public at large, and that come and go unheralded, provide the greatest part of the means to maintain the fast passenger service. The great railroads with their limited express trains illustrate the same experience. They are a costly advertisement.

The Hamburg American line, as lately shown in the London shipping paper, *Fairplay*, is one of the greatest steamship companies in the world, with a fleet of some seventy ocean steamers, with which over twenty services from Hamburg to all parts of the world are maintained. The company is thus able to afford an admirable first class passenger service on the North Atlantic.

There is a good deal of business rivalry among the steamship lines and this, no doubt, also accounts to some extent for the utterances published against the Hamburg American company. The jealousy of competitors is at the bottom of it. Let us be fair!

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A Play of the Days of '61 and '65.

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A Play for Every American to Appreciate Right Now.

Interpreted by Competent Players.

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Next Attraction—

WEEK BEGINNING MAY 30

The White Squadron.

BALTIMORE AND OHIO RAILROAD

Schedule in effect Nov. 14, 1897.

Leave Washington from Station corner, New Jersey avenue and C street.

For Chicago and Northwest, vestibuled limited trains 11:05 a. m., 8:00 p. m.

For Cincinnati, St. Louis and Indianapolis, express, 11:25 a. m., 8:20 p. m.

For Pittsburgh and Cleveland, express, 11:25 a. m., 8:20 p. m.

For Columbus, Toledo and Detroit, 11:05 p. m.

For Winchester and Way Stations, 8:00 a. m., 8:30 p. m.

For New Orleans, Memphis, Birmingham, Chattanooga, Knoxville, Bristol and Roanoke, 9:00 p. m. daily. Sleeping Cars through.

For Baltimore, week days 7:00 a. m., 7:05 a. m., 7:10 a. m., 7:15 a. m., 7:20 a. m., 7:25 a. m., 7:30 a. m., 7:35 a. m., 7:40 a. m., 7:45 a. m., 7:50 a. m., 7:55 a. m., 8:00 a. m., 8:05 a. m., 8:10 a. m., 8:15 a. m., 8:20 a. m., 8:25 a. m., 8:30 a. m., 8:35 a. m., 8:40 a. m., 8:45 a. m., 8:50 a. m., 8:55 a. m., 9:00 a. m., 9:05 a. m., 9:10 a. m., 9:15 a. m., 9:20 a. m., 9:25 a. m., 9:30 a. m., 9:35 a. m., 9:40 a. m., 9:45 a. m., 9:50 a. m., 9:55 a. m., 10:00 a. m., 10:05 a. m., 10:10 a. m., 10:15 a. m., 10:20 a. m., 10:25 a. m., 10:30 a. m., 10:35 a. m., 10:40 a. m., 10:45 a. m., 10:50 a. m., 10:55 a. m., 11:00 a. m., 11:05 a. m., 11:10 a. m., 11:15 a. m., 11:20 a. m., 11:25 a. m., 11:30 a. m., 11:35 a. m., 11:40 a. m., 11:45 a. m., 11:50 a. m., 11:55 a. m., 12:00 p. m., 12:05 p. m., 12:10 p. m., 12:15 p. m., 12:20 p. m., 12:25 p. m., 12:30 p. m., 12:35 p. m., 12:40 p. m., 12:45 p. m., 12:50 p. m., 12:55 p. m., 1:00 p. m., 1:05 p. m., 1:10 p. m., 1:15 p. m., 1:20 p. m., 1:25 p. m., 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